



# Welcome

## En Route Modeling Workshop

*and*

## FACET User Group

Free Flight Main Conference Room

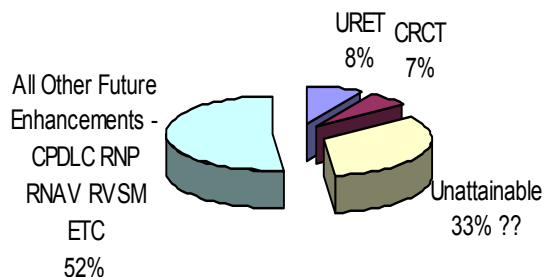
**March 12<sup>th</sup> - 13<sup>th</sup>, 2003**





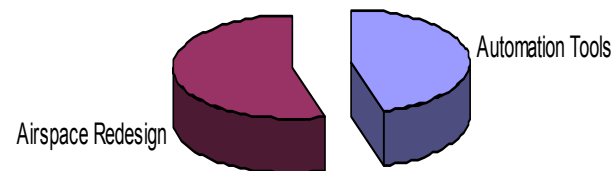
# Potential Good Weather Benefit Pools

## En Route Efficiency Delay



***2002 Estimated Total  
Delay Per Flight Due To  
Route Inefficiency  
1-2+ Minutes***

## En Route Capacity Delay



***2010 Estimated Total  
Delay Per Flight Due To  
Capacity Constraints  
15 seconds – 2 Minutes***



# En Route Efficiency Benefits Pool

## Comparison of Studies

Study	Annual Benefit (dollars)*	Number of Eligible Flights per day	Daily Benefit per Eligible Flight (dollars)
Current Study	699M-786M	39,753	51.3 – 57.6
Delta Airlines[12]	42M – 92M	2,000	61.2 – 134.1
MITRE ETMS[9]	~700M	29,045	70.3
MITRE TMAC[10]	620M	31,000	58.3
NASA Ames[4]	107M – 279M	5399 - 9488	57.8 – 85.7
Seagull Technology[11]	557M – 652M	40,437 – 50,157	37.9 – 40.1

\* The Current study and the Seagull Technology study are presented in 1998 dollars. Both MITRE studies were published in January 2000 and use Air Transport Association cost values but do not specifically document a year. The NASA Ames study uses a value of \$29/minute without reference. The Delta Airlines analysis was published in 1996, but the reference to this study in the NASA Ames document does not detail the reference year.